

Lat 41.78592 Lon -123.46537

United States  
Department Of  
Agriculture

Forest  
Service

Shasta-Trinity  
National Forests

Reply To: 3420

Date: March 7, 1991

Subject: Biological Evaluation of Haul Routes and Mill Yards for  
POC Root Disease and its Spread into Baldy Project  
Salvage Sales, Happy Camp RD (FPM Report No. N91-4)

To: Forest Supervisor, Klamath National Forest

On February 7, 1991, Dave Schultz, entomologist, and I met with Rick Claypole, Happy Camp Ranger District, at the Blue Lake Forest Products mill yard. The purpose of our visit was to examine the yard and the haul route to the Fourbear salvage sale for Port-Orford-cedar and Phytophthora lateralis, the cause of the root disease on POC.

We met with Darrel Dickey, yard foreman, at Blue Lake and discussed some of the recent history at the yard and some of the details about the haul from Fourbear. The Blue Lake mill does not and has not received logs from Oregon. The only logs received from Del Norte County in the past year have been from the Klamath River area. Blue Lake only cuts Douglas-fir and some white fir. Any Port-Orford-cedar purchased is resold. This indicates that P. lateralis most likely has not been transported into the mill yard. We also looked at some ornamental POC at residences in the vicinity of the yard. They were all healthy appearing and had no indication of root disease.

It was unknown who would be the contractor for hauling the logs from Fourbear. One possibility would be the hiring of Hoopa Forest Industries to provide trucks and drivers. The other possibility would be a company called Dutra. Hoopa Forest Industries works locally and it was not thought that they have permits for operations outside of California. The only hauling Dutra is involved in at this time of the year is for Louisiana-Pacific in the Big Lagoon area. In neither case are the trucks involved in operations where POC root disease is present. Most trucks at this time of year are not operating, but rather are being maintained which includes a thorough cleaning.

The haul route follows Highway 299 east to Willow Creek, then north on Highway 96 to the sale turnoff. Port-Orford-cedar are present on Highway 299 just west of Willow Creek. There are several stringers of POC that come down drainages to the Klamath River along Highway 96. None of these have POC root disease.

With all of these factors involved, it is very unlikely that log trucks can carry P. lateralis into the Fourbear area during this sale.

On February 13, 1991, I visited with Rick Claypole, John Gould, and Bill Schoeppach, all from Happy Camp RD. The purpose of this visit was to examine the haul route for the Baldy salvage sale, two mill yards, and to meet with Illinois Valley RD personnel about possible washing site locations.

We met with the IVRD personnel at a snow play area just north of the summit on the Grayback Road to examine this area as a potential washing site. This is a large rocked parking area just off of the road. It can be easily accessed by log trucks and they have sufficient room to turn around. The drainage goes into a generally infested area farther downslope, but there are several catchments that would limit any downslope movement of water. Containment of runoff can be easily achieved and trucks can be moved through without passing through the runoff. A water source is a short distance down the road. This snow play area is beyond any infected Port-Orford-cedar and root disease is not present between it and the sale area. IVRD had several concerns, but they were willing to consider this location for a temporary washing site.

We then proceeded along the haul route toward Cave Junction. The first infected POC occur just south of mile post 6 on the west side of the road. This infection pocket has been present at least 3 years. The major infestation along this route occurs on Elder Creek to just beyond the Siskiyou NF boundary.

Another possible washing site was at an overflow scaling station on the north side of Highway 199 east of the Rough and Ready mill near the airport. There is no POC in the vicinity and water is relatively close at the Rough and Ready mill. The site has been recently rocked and is designed for log truck traffic. Its use would require some deadheading by trucks coming from the Murphy Creek mill.

We visited the mill yard for Rough and Ready Lumber Co. in Cave Junction. It was thought that the pine from the Baldy sale might go to this mill. Since that visit it has been determined that they will not be receiving any logs from this sale. There is no POC around the mill. There is a deck of POC in the yard that has been present about 8 months. The mill was receiving logs from a sale on the IVRD in the Bolan Mountain area. I do not know if there is any root disease in the sale area. There is a possibility that Phytophthora lateralis may be present in the yard because of these activities. The mill does have an established pattern of traffic flow and has washed trucks in their yard in the past in the course of general maintenance. The site for washing is set up to clean the trucks after they have left the area where most activity occurs. At this time, this area is not rocked and trucks would be sitting in their muddy wash water. After being washed, there is a stretch of dirt road in the yard that would be used by both incoming and outgoing trucks. Rocking of the wash area should be required to make it an acceptable site. Altering the traffic pattern to limit the amount of road mutually used by incoming and outgoing trucks would also be necessary.

We continued along the haul route, Highway 199 and Applegate Road, to the Murphy Creek Lumber Co. mill. East of Cave Junction are some Port-Orford-cedar in wet areas along the highway. They do not appear to be infected.

There are no POC in the Murphy Creek mill yard. The last sale with POC in it that Murphy Creek had was from the Silver fire about 2 years ago. Based on this information, there is very little chance of P. lateralis being present in the yard. The yard foreman presented 2 locations to us as possible washing sites. Both of the locations require rocking, but are near the end of the traffic flow pattern for the log trucks. The second location near a fire pond requires a

very short travel over unsurfaced roads in the yard, but its location could cause a safety hazard. The first location requires a somewhat longer haul over unpaved roads, but the amount of soil picked up can be controlled by reducing the amount of water applied to the road to the minimum necessary for dust abatement.

The following lists some of the advantages and disadvantages that were noted of the 3 washing locations.

#### Snow Park

##### Advantages

- Beyond highest infections
- All trucks must pass
- No increased haul distance
- Good control of runoff
- Close water source

##### Disadvantages

- "Social" concern of local public
- Visible to public from road
- Minimal threat to POC across road
- Requires constant attendance
- Threat of vandalism to wash equipment

#### Scaling Station

##### Advantages

- Good control of drainage
- Close water at Rough & Ready
- No POC threatened in vicinity
- Public used to trucks at site

##### Disadvantages

- Additional travel from Murphy Creek
- Approval from Rough & Ready for water
- Less control of trucks
- Pass through infested area after wash
- Requires constant attendance

#### Murphy Creek Mill

##### Advantages

- No public visibility or concern
- No POC threatened in vicinity
- Ready supply of water
- Good control of traffic
- Can control runoff
- Reduced cost for purchaser

##### Disadvantages

- Pass through infested area after wash
- Must be rocked
- Farther for sale admin for monitoring
- Trucks may visit other sales in infested areas after leaving mill yard

Of the three sites, they are all acceptable from a pest prevention standpoint. Although the trucks must pass through the infested area along Elder Creek in the last two alternatives, there is minimal opportunity for them to pick up infested soil. The road is two-laned and paved and the trucks will not be leaving this surface. Compliance may be easier to gain and monitor by using the Murphy Creek mill site. There will be purchaser's employees present at the mill whenever trucks are leaving which could increase compliance. Also, the company is aware of the need for this activity and appears to be fully cooperative. Reducing the impact on them may further increase their cooperation and efforts. Along this line, it would be advantageous to consult with them in an attempt to reduce the possibility of trucks working more than the Baldy sale at the same time, at least after having been cleaned at the mill. Either washing site at the Murphy Creek mill will require construction activities to limit the exposure of washed trucks to the wash water.

The question of washing location will continue to come up in future sales for any purchasers that travel to and from Oregon. Efforts need to continue to arrive at a permanent solution as far as location, equipment, monitoring, funding, etc. Involvement of IVRD and Mel Greenup, Siskiyou NF, should continue to see this accomplished.

If you have any questions about this evaluation or need additional assistance, please contact me at the Shasta-Trinity NF at 916-246-5101.

/s/ Gregg DeNitto

GREGG DeNITTO  
Forest Pathologist

MESSAGE SCAN

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From: GREGG A. DENITTO:R05F14A

Postmark: Mar 07,91 2:38 PM

Delivered: Mar 11,91 11:10 AM

Subject: BALDY HAUL/MILL SITE EVALUATION

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Comments:  
FYI.

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